

COTTAM & Co.
Ex S.S. "Formosa"
ANDERSON'S
WATERPROOF CLOAKS,
CHRISTY'S TWEED CAPS,
COLLARS
(ALL SIZES AND SHAPES)
TRAVELLING TRUNKS,
Suits, &c., &c.

The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 405

日九十月六年二十二緒光

WEDNESDAY, JULY 29, 1896.

三拜禮 號九十二月七英港香

THIRTY DOLLARS
PER ANNUM.

"ODOL."
THE MEDICAL HALL,
DEUTSCHE APOTHEKE,
79, QUEEN'S ROAD CENTRAL,
Hongkong.

Banks.

THE MERCANTILE BANK OF
INDIA, LIMITED.
AUTHORISED CAPITAL £1,500,000
SUBSCRIBED £1,185,000
PAID-UP £685,500
BANKERS:
LONDON JOINT STOCK BANK, LIMITED.
INTEREST ALLOWED ON CURRENT
ACCOUNTS at the Rate of 2 per cent.
per annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months 4 per cent.
" 6 " 3 " "
" 3 " 2 " "
J. W. R. TAYLOR,
Manager, Hongkong.
Hongkong, 7th July, 1895. [8]

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$5,750,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. McCONACHIE, Esq., Chairman.
St. C. MICHAELSEN, Esq., Deputy Chairman.
Hon. J. J. Bell-Irving, Esq., J. Kramer, Esq.,
G. B. Dodwell, Esq., D. R. Sassoon, Esq.,
M. D. Eschell, Esq., R. Shewan, Esq.,
R. M. Gray, Esq., N. A. Slobe, Esq.
CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per Cent.
per annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per annum.
For 6 months, 3 per Cent. per annum.
For 12 months, 4 per Cent. per annum.
T. JACKSON,
Chief Manager.
Hongkong, 15th February, 1896. [31]

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.
INTEREST on deposits is allowed at 3 1/2 PER
CENT. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895. [34]

THE NATIONAL BANK OF CHINA,
LIMITED.
Authorised Capital £1,000,000
Subscribed Capital £500,000
HEAD OFFICE—HONGKONG.

Court of Directors:
D. Gillies, Esq., Chow Tung Shang, Esq.,
H. Stollerfoht, Esq., Kwan Hoi Chuen, Esq.,
Chan Kit Shan, Esq.,
Chief Manager,
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed, 5 per Cent.
Hongkong, 23rd October, 1895. [7]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE
HOLDERS £800,000
RESERVE FUND £250,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balance.
On Fixed Deposits for 12 months... 4 per cent.
" " 6 " " " 3 1/2 " "
" " 3 " " " 2 1/2 " "
T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 16th September, 1895. [53]

CARBOLINEUM-AVENARIUS
USED FOR 20 YEARS.
With the Utmost Success.
Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot and Dampness.
Sole Agents for China,
SCHEELE & Co.
Hongkong, 15th May, 1896. [182]

Intimations.

THE PHARMACY.

TANSAN, TANSAN, TANSAN,

This refreshing and invigorating Table Water contains 8 per cent. more IRON CARBONATE
than any Water from similar Spas.
Sole Agents for HONGKONG and SOUTH OF CHINA—
FLETCHER & CO.
and
CARMICHAEL & CO.
[601]

FRESH DAIRY BUTTER.

WHOLESALE AND RETAIL.

The product of the PRINCE OF WALES DAIRY COMPANY, Bombay, India. This BUTTER
is guaranteed PURE and of the FINEST QUALITY.
In 2lb, 1lb, and 1/2lb. TINS. RETAIL PRICE—\$1.20, 60c, and 30c.

THE HONGKONG BUTCHERY, CENTRAL MARKET.

J. TATAM,
PROPRIETOR. [49]
Hongkong, 1st July, 1895.

Insurances.

THE STANDARD
Is one of the LARGEST and BEST KNOWN
of the BRITISH LIFE OFFICES.
FUNDS EXCEED EIGHT MILLIONS STERLING.
ANNUAL REVENUE OVER ONE MILLION
STERLING.
For Forms of Proposal and every Information,
Apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 2nd March, 1896. [164]

EMPRESS ASSURANCE CORPORATION,
LIMITED.
FIRE AND MARINE.
We have this Day been appointed
AGENTS, and are prepared to accept
RISKS at CURRENT RATES.
HOLLIDAY, WISE & Co.,
Hongkong, 28th April, 1896. [1742]

THE MANCHESTER FIRE ASSURANCE
COMPANY.
ESTABLISHED A.D. 1824.
CAPITAL £2,000,000
TOTAL FUNDS AND SECURITIES £2,480,051
NET ANNUAL FIRE PREMIUMS £757,478

HAVING been appointed AGENTS of the
above Company we are prepared to
accept EUROPEAN and CHINESE RISKS
at CURRENT RATES.
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 2nd January, 1896. [1910]

NORTH GERMAN FIRE ASSURANCE
COMPANY OF HAMBURG.
THE Underigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.
SIEMSEN & Co.,
Hongkong, 28th May, 1895. [134]

GENERAL NOTICE.
THE ON TAI INSURANCE COMPANY,
LIMITED.
CAPITAL, TAELS 600,000 } \$833,333.33
EQUAL TO } \$318,000.00
RESERVE FUND }
BOARD OF DIRECTORS:
LEE SING, Esq., LO YUEN MOON, Esq.,
LOU TSO SHUN, Esq.,
MANAGER—HO AMEL.

MARINE RISKS on GOODS, &c., taken
at CURRENT RATES to all parts of the
World.
HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 19th December, 1894. [43]

NOTICE.
THE MAN ON INSURANCE COMPANY,
LIMITED.
CAPITAL SUBSCRIBED \$1,000,000
The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.
CHAU TSEUNG FAT,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 24th May, 1894. [247]

Notice of Firms.
NOTICE.
I HAVE this Day commenced Business as a
GENERAL COMMISSION AGENT.
W. SHEWAN.
Hongkong, 20th July, 1896. [1149]

NOTICE.
THE Title of this Firm is from This Date
CHANGED to SHEWAN, TOMES &
CO. The Sole Partners are ROBERT
GORDON SHEWAN and CHARLES
ALEXANDER TOMES.
SHEWAN & CO.
Hongkong, 1st July, 1896. [1063]

NOTICE.
MR. JOHANN GEORG LUDWIG
SCHRÖTER and Mr. HERMANN
FRIEDRICH GEORG BÖRNER have been
admitted PARTNERS in our FIRM from 1st
JULY, 1896.
MEYER & Co., Hongkong.
MEYER, LEMKE & Co., Shanghai.
[1066]

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
LONDON, &c.	Peking	J. F. Jephson	Noon, 30th July	See Special Advertisement.
JAPAN	Anson	W. D. Madie	Noon, 31st July	Freight or Passage. (Passing through the Island Sea.)
LONDON, &c.	Sunda	E. H. Gordon	About 6th August	Freight or Passage. (Passing through the Island Sea.)
JAPAN, &c.	Shanghai	J. Cowie, R.N.R.	About 7th August	Freight or Passage. (Passing through the Island Sea.)
SHANGHAI	Rosetta	G. K. Wright, R.N.R.	About 8th August	Freight or Passage.
LONDON	Borneo	L. M. Wibmer, R.N.R.	About 20th Aug.	Freight or Passage.

For Further Particulars, apply to
H. A. RITCHIE, Superintendent.
Hongkong, 29th July, 1896. [431]

THE CLUB HOTEL 5, BUND, YOKOHAMA.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervi-
sion of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT.
Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every
assistance given in clearing luggage and affording information. Passengers are met at the
Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra
charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER
on the Premises.
Certified Guides are in attendance at both Hotels.

LANE, CRAWFORD & CO. ISIGNY BUTTER.

SEASON 1896-7.
FIRST SHIPMENT has now arrived of this very fine BUTTER,
without doubt the finest in the market.

"EXTRA FINEST" QUALITY... per Doz. 1 D. Tins... \$8.50—each \$0.75
Do. Do. Do. 2 D. Tins... \$17.50—each \$1.50
LANE, CRAWFORD & CO.
Hongkong, 20th July, 1896. [273]

BILLIARDS
AT THE HOTEL
THREE PRIZES

BASS & CO.'S LIGHT GRAVITY ALE.

Bottled by us in SHANGHAI under instructions granted by
Messrs. BASS, RATCLIFF & GIBBERTON, Ltd.,
Burton on Trent.
Our New Season's Bottling is in perfect Order and
Condition.

Per 4 Doz. Quarts... \$14. Per 8 Doz. Pints... \$16.
CALDBECK, MACGREGOR & Co.,
WINE and SPIRIT MERCHANTS.
15, Queen's Road,
Hongkong, 25th July, 1896. [39]

MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE SEA LEVEL.
TELEGRAPHIC ADDRESS,
"EXCLUSION," HONGKONG,
A. H. C. Code.
No. 35.
THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN
QUEEN'S ROAD.
Tiffin at 1 P.M. DINNER at 8 P.M.
ARRANGEMENTS can be made for Tiffin or Dinner Parties in
PRIVATE DINING-ROOMS.
For further Particulars apply to
THE MANAGER,
MOUNT AUSTIN HOTEL.
Hongkong, 27th July, 1896. [181]

Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

HONGKONG HOTEL—PRAYA.

BELL'S ASBESTOS NON-CONDUCTING BOILER COVERING
COMPOSITION is acknowledged to be the best in the East.

TESTIMONIALS referring to above may be seen anytime at this Office.
ESTIMATES given for work finished complete.

Hongkong, 13th May, 1896. W. JACKSON, Manager. [30]

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, LIMITED, LONDON.
PIONEERS OF THE ASBESTOS TRADE.
Contractors to H.M. Government, and the Principal English, Indian, Colonial and Foreign
Railways, including the Imperial Railways of Japan.

MANUFACTURERS OF
The Best Qualities of ASBESTOS and RUBBER GOODS for the VERY HIGHEST PRESSURES.
Cheaper Qualities for LOW PRESSURES.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty
for use throughout Her Majesty's Navy.
The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints,
Manhole and Mudhole Doors, &c., are also used on every Battleship, Cruiser, Gunboat, Torpedo-
boat and Transport in H.M. Service.
"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, &c.
IN TWO QUALITIES.

SPECIAL QUOTATIONS FOR QUANTITIES.
SUPERINTENDENT... THOS. SKINNER.
DODWELL, CARLILL & Co.,
General Agents.
[303]

W. BREWER & CO.

LAWN TENNIS BALLS.
THE FAULTLESS.
THE CHAMPIONSHIP.
THE CHAMPION.
(1895 BALLS AT REDUCED PRICES.)
TENNIS BATS. TENNIS BAT PRESSES.
TENNIS BAT HANDLES. TENNIS SHOES.
FRESH STOCK.

Hongkong, 22nd July, 1896. [899]

CLUB

A Blend of the finest Old Scotch Whiskies
possessing the taste and bouquet of an
Old Liqueur Whisky. This blend has met with
great success on account of its exceptional value.
Price \$11.00.....per dozen.
To be obtained only from
GANDE PRICE & CO.,
WINE AND SPIRIT MERCHANTS,
No. 12, QUEEN'S ROAD CENTRAL.

Hongkong, 28th July, 1896. [432]

EXPLOSION IMPOSSIBLE. IASTRAM'S PATENT GOLDEN MEDAL PETROLEUM ENGINES

OF 2 TO 12 H.P.
FOR FACTORIES AND LAUNCHES.
WORKED BY ORDINARY PETROLEUM.
Consumption of Petroleum 1 lb. per H.P. and Hour.
A Working Stationary Engine and a Launch with a 4 H.P.
Engines will be shown and full particulars be given on application.

SCHEELE & CO., HONGKONG,
SOLE AGENTS FOR THE EAST.
NO PROFESSIONAL ENGINEER REQUIRED.

FOR SALE.
G. H. MUMM & CO.'S CHAMPAGNE.

In cases of 2 doz. pints \$35 per case.
do " " quarts \$33 " "
SHEWAN & Co.,
Agents.
Hongkong, 25th June, 1895. [803]

W. POWELL & CO.

EX S.S. "GLENFRUIT"
SOME PARTICULARLY PRETTY SPECIALITIES IN
LADIES' MILLINERY
AND
DRESS GOODS.
ILLUSTRATED LISTS FREE BY POST.
W. POWELL & CO.
Hongkong, 29th July, 1896. [1094]

Today's Advertisements.

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875, the Undermentioned BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 3rd August—

For the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA,
T. H. WHITEHEAD,
Manager, Hongkong.

For the HONGKONG & SHANTONH BANKING CORPORATION,
T. JACKSON,
Chief Manager, Hongkong.

For the NATIONAL BANK OF CHINA, LIMITED,
GEO. W. F. PLAYFAIR,
Chief Manager, Hongkong.

For the MERCANTILE BANK OF INDIA, LIMITED,
J. W. R. TAYLOR,
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE, Hongkong Agency,
M. LACAZE,
for Manager.

For the BANK OF CHINA & JAPAN, LIMITED, HONGKONG,
CHANTREY INCHBALD,
Manager.

Hongkong, 28th July, 1896. [1198]

WAR DEPARTMENT CONTRACT.

NOTICE TO BUILDERS.

TENDERS are required for the EXTENSION OF WHITEFIELD BARRACKS and WORKS in connection therewith at KOWLOON.

PERSONS desiring to TENDER must leave their NAMES with the SURVEYOR at the ROYAL ENGINEER'S OFFICE, Commissariat Buildings, on or before the 8th August, 1896, and pay a sum of FIVE DOLLARS for Bills of Quantities and Specification, which, with the FORM of TENDER, will be issued to each person applying. The Secretary of State for War does not bind himself to accept the lowest or any Tender.

T. H. ANSTEE, Colonel,
Commanding Royal Engineers,
Royal Engineer Office,
Hongkong, 29th July, 1896. [1199]

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

STEAM FOR SINGAPORE, COLOMBO, PORT SAID, MARSEILLES, LONDON AND ANTWERP. The Chartered Steamship

"BALMORAL,"
Captain McRitchie, will be despatched for the above Ports TO-MORROW, the 30th instant, at Noon, instead of as previously advertised. For Freight, apply to

NIPPON YUSEN KAISHA,
Hongkong, 29th July, 1896. [1130]

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS TO HONGKONG, 1896. (Subject to Alterations.)

Chittagong Thursday 30th July.
Mombuthshira Saturday 1st August.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship.

"CHIT'ACONG,"
will be despatched hence for PORTLAND, OREGON, via KOBE and YOKOHAMA, on THURSDAY, the 30th July.

Consular Invoices of Goods for United States Ports should be in QUADRUPLET; and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

The S. S. *Mombuthshira* has Superior Accommodation for Saloon Passengers.
For further information as to Passage and Freight, apply to

SHEWAN, TOMES & Co., Agents,
Hongkong, 29th July, 1896. [1143]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE, THE Steamship

"TAIYUAN,"
Captain Nelson, will be despatched as above on TUESDAY, the 4th August.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents,
Hongkong, 29th July, 1896. [1163]

"BEN" LINE OF STEAMERS.

FOR HAVRE, LONDON AND ANTWERP. THE Steamship

"BENGLOE,"
Captain Thomson, will be despatched as above on the 9th August.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents,
Hongkong, 29th July, 1896. [1164]

FOR SALE!

COPIES OF THE SECOND EDITION of that well-known and most useful work, "THE LAW OF STORMS IN THE EASTERN SEAS."

By DR. W. DOBERCK,
Director of the Hongkong Observatory.

PRICE \$1.

FOR SALE—
At the "HONGKONG TELEGRAPH" OFFICE,
No. 6, Pedder's Hill, and at

Messrs. KELLY & WALSH, Ltd.,
W. BRIDGES & Co.,
CHAL. J. GUY & Co.,
G. FALCONER & Co.,
LANE CRAWFORD & Co.,
HEUSERMAN, HERRIS & Co.,
F. BLACKHEAD & Co.,
Hongkong, 28th July, 1896.

Today's Advertisements.

WIRTH'S CIRCUS.

NO PERFORMANCE THIS EVENING.

ON ACCOUNT OF INCLEMENT WEATHER.

TO-MORROW NIGHT, THE NEW PROGRAMME

WILL BE PRESENTED, including the Realistic and Sensational ENGLISH STEEPCHASE.

To which Local Gentlemen supplying their own Horses are invited to join the Chase.

FRIDAY NIGHT, Last Night But One of the Season, GRAND FASHIONABLE NIGHT.

TESTIMONIAL BENEFIT TO MRS. WIRTH.

UNDER MOST DISTINGUISHED PATRONAGE. Further Particulars To-morrow's Papers.

Doors Open at 8 p.m. Commence at 9 p.m. Seats booked To-day good for any evening. Hongkong, 29th July, 1896. [1182]

TO LET.

DWELLING-HOUSES—
HOUSES IN RIVON TERRACE.

FIRST FLOOR, No. 4, BLUE BUILDINGS.

No. 2, MAGDALENE TERRACE—
MAGDALENE GAP.

"TULARE" (BUNGALOW)—
MAGDALENE GAP.

TOP FLOOR of No. 1, BLUE BUILDINGS—Furnished or Unfurnished.

GODOWNS in BLUE BUILDINGS.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 29th July, 1896. [17]

Intimations.

DAKIN, CRICKSHANK & COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.
Hongkong, 29th July, 1896. [1437]

A. S. WATSON & CO., LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF

AERATED WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

For COAST PORTS, WATERS are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG."

And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock—

PURE AERATED WATER,

SODA WATER,

LEMONADE,

POTASH WATER,

SELTZER WATER,

LITHIA WATER,

SARSAPARILLA WATER,

TONIC WATER,

GINGER ALE,

GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LTD.
THE HONGKONG DISPENSARY,
Hongkong, 29th July, 1896.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JULY 29, 1896.

THE COTTON-SPINNING INDUSTRY IN CHINA.

What may, we think, be taken as an ominous "sign of the times" is to be found in the form of a paragraph published by the *Japan Mail* a few days ago.

In this paragraph, which will be found in another part of this issue, we are reminded that the Japanese syndicate known as the Shanghai Spinning Company, after purchasing a site for a large cotton mill which it was proposed to erect at Shanghai, decided to suspend operations until the results of the negotiations connected with the new Commercial Treaty with China could be definitely ascertained.

The promoters of the enterprise deeming it unwise, and likely to lead to great losses, to push on with their scheme unless full effect be given in the Commercial Treaty to Clause 4 of Article VI of the Treaty of Shimonoseki, otherwise the Li-Ito Treaty of Peace, which reads as follows:—"Japanese subjects shall be allowed to freely carry on manufacturing industry at the several open ports of China, and shall be permitted to import machinery without paying any duty beyond the specified import duty; all articles manufactured in China by Japanese subjects shall be on exactly the same footing as similar articles imported by them, and shall enjoy all immunities and privileges given to imported goods in respect to transit duty, inland taxation, dues and charges and warehousing in the interior."

That the Chinese, who have all along tried to evade giving full effect to this clause in the treaty, have scored a point over their Japanese rivals is now well known, for the clause in the commercial compact dealing with this important point has been left out by mutual consent and, presumably in consequence thereof, the Japanese Spinning Company has, it is stated, been advised to sell its property in Shanghai.

The object of the Chinese is clear. They desire to be able to levy taxes on goods manufactured in China while in transit from the place of manufacture to inland marts just as they do all over China on goods covered by Transit Passes. Moreover, the Chinese have themselves some cotton mills in which some high officials are "interested," and in the near future there may be more of them, so it would be highly inconvenient to give to the products of foreign factories the same privilege, i.e., immunity from *leikin*, as they are believed to be giving to the goods turned out of Chinese-owned factories.

The *Asahi*, it may be added, asserts that an excise duty of 5 per cent. will be levied on goods manufactured in China, but the details of that arrangement are, it says, left to be settled later. It may be assumed that the Japanese capitalists who intended to embark in cotton mill enterprises in China are in the confidence of their Government, hence the "tip" to sell as soon as it was found advisable to omit the much disputed article from the final draft of the new treaty. They are no doubt, as the *Kobe Chronicle* asserts, "aware that the Chinese Government is determined if possible to render the manufacturing clause null and void by some of the subtle tricks so perversely persevered in across the Yellow Sea; and as China has hitherto usually managed to wriggle out of her obligations, however closely she may be bound, it is by no means certain that she will not find some way of loading the manufactures with burdens heavy enough to kill them."

It would be premature to say much about the new treaty at this juncture, but judging by present appearances it would appear that the "concessions" exacted at Shimonoseki in May, 1894, have been shorn of most, if not all, of the brilliance that dazzled Westerners, led to hopes of a rapid expansion of trade with the Celestial Empire, and the belief that we were at last within measurable distance of the time when the Chinese Government would cease to play fast and loose with the rights of foreigners. But China now has Russia and France at her back and no doubtless feels that she can snap her fingers at the rest of the world. She may yet find, though, that those who play with fire usually get singed, and are sometimes burnt.

THE TYPHOON.

The Observatory officials reported this forenoon as follows:—"To-day at 8.15 a.m. the Black Drum (Typhoon) within 500 miles and to the east of the Colony was hoisted. At 9.05 a.m. one gun was fired (strong gale expected). At 10.30 a.m., the typhoon centre appeared to be about 250 miles S.E. of Hongkong, moving in a W.N.W. direction. Strong N.E. to S.E. gale is expected here. The black south combs was hoisted at 10.30."

It seems probable that the typhoon will pass within only a short distance to the south of us, and we may experience nearly the full effects of the blow. The steamers which were to leave this morning have had to postpone their departure, the German mail liner *Sachsen* with a number of others anchoring in Kowloon Bay for shelter. The River boats postponed their regular trips and ran for shelter behind Stonecutters Island soon after noon.

This afternoon about 2 o'clock, while a steam launch was towing a cargo boat to Kowloon for shelter, the tow-ropes snapped, and the boat at once capsized, throwing the seventeen occupants into the water. These were all, however, picked up by the crew of the launch, although it is rumoured an infant was lost.

The Kowloon ferry boats ceased running at 4 o'clock, owing to the heavy sea in the harbour, and thus many Kowloon residents were cut off from their homes on the mainland.

At 4 p.m. the barometer, which fell rapidly throughout the day, read 29.10, and as we went to press a very strong gale was blowing from the North-East.

At 6 p.m. two guns were fired, meaning a typhoon is expected here.

TELEGRAMS.

(Special to Hongkong Telegraph.)

SHOCKING MARITIME DISASTER.

A GERMAN GUNBOAT FOUNDERS OFF THE SOUTH-EAST PROMONTORY.

ONLY ELEVEN MEN SAVED.

SHANGHAI, July 29th.

The German gunboat *Ilia*, Lieut. Commander Braun, was lost in the recent typhoon. Only eleven sailors, members of her crew, have reached the shore in safety. They landed on the South-east Promontory and from them news was obtained by light-keepers of the total loss of their ship. All the officers are reported to have been drowned.

[The *Ilia* was an iron single-screw gunboat of 400 tons displacement. She was built at Danzig in 1878 and cost £27,480. Her complement is stated in Brassey's *Naval Annual* ('96) to be 83, all told.]

REUTERS' MESSAGES.

THE UGANDA RAILWAY.

LONDON, July 27th.

The Uganda Railway Bill has passed its second reading in the House of Commons.

THE "DRUMMOND CASTLE" DISASTER.

The Court of Enquiry into the loss of the *Drummond Castle* finds that the disaster was caused by excessive speed and an inadequate allowance for the current. It considers that had the Captain used the lead sufficiently the disaster might have been averted.

TURKEY AND GREECE.

Complications between Greece and Turkey are feared.

(Special to Sydney Star.)

THE SCULLING MATCH FOR THE CHAMPIONSHIP OF THE WORLD.

LONDON, July 25th.

Stansbury (Australian) won the sculling match against the English champion, C. R. Harding, on the Thames with the greatest ease, coming in eight lengths ahead of his opponent. Stansbury got away with a slight lead at the start and gradually increased it throughout the race. He started off at a tremendous pace, and Hammermill Bridge was reached in 3 minutes 17 seconds. The race was rowed in the fastest time on record, viz., 21 minutes 51 seconds, thus beating Beattie's performance over the same course.

[There seems to be some mistake about the record being broken, for in 1884 Hanlan in his match with Boyd (on the Tyne) did the distance in 21 min. 24 sec., while in 1879 he did even better time in his match with W. Elliott, of Peggwood, for he then made a record—21 min. or sec. After Trickett had carried off the Championship to Australia in 1876, a Championship of England Cup was instituted, which, after being held in turn by R. W. Boyd, J. Higgins, and W. Elliott, was won by Hanlan, when he defeated the latter in 1879. Beattie took the championship from Hanlan in 1887.]

JAMES STANSBURY, who was born at Peal's Ferry, Hawkesbury River, New South Wales, on February 25th, 1868. When quite a youth he began to row on the Shoalhaven River, and soon became known as a strong and plucky rower. The first time he appeared in public was at a regatta held on Lake Bathurst, January 14th, 1887, when he had 4000c. start from Kemp and N. Matterson. A number of scullers competed, including C. Matterson and J. Wolf, both of whom Stansbury defeated in the heat; and in the final Kemp and N. Matterson had a bad foot, both boats were broken, and the race was a victory for the novice.

Shortly afterwards Stansbury was beaten by C. Nelson on the Shoalhaven in a regatta race. On the Hunter River he defeated R. Campbell easily, and on June 15th of the same year he was beaten again by C. Nelson by four lengths on the Parramatta, the time being 22 min. 40 sec.

Stansbury then took time to learn a little more about rowing, and on June 2nd, 1888, we find him rowing Julius Wolf, at that time considered a promising sculler, although very rough. Stansbury won easily in 20 min. 46 sec., and he was soon matched against Searle, who had also defeated Wolf. The race between these two powerful young men caused general interest. Stansbury, although only 20 years of age, was a well-developed man, and was made a strong favourite for the race, which was rowed July 13th, 1888, and, says the *Sydney Star* in a recent issue, will be remembered for many years as a wonderfully good struggle. The first mile was rowed in 5 min. 35 sec., which is the record for the distance, and the full course was covered in 21 min. 51 sec. Stansbury's rowing was full of pace, but he was far from being a skilful sculler, and Searle said at the time that he never saw a man get such good pace with such bad rowing. It was evident to all who saw the race that all young Stansbury wanted was a better knowledge of rowing. He had proved beyond a doubt that he was of the right metal.

In December of the same year Stansbury took part in the Brisbane Aquatic Carnival, but he was quite out of condition and did not do any good. In one heat he was beaten by Kemp and Nelson, and in another heat by Searle and Matterson, being out of the final altogether. This was Stansbury's last race for 18 months, during which period he was under the care of Kemp, who had taken him in hand to teach him rowing. He was soon spoken of as the coming representative of Australian rowing, and one or two challenges were issued to him from America and England, including one from O'Connor, who wished Stansbury to meet him in America for a large sum.

On O'Connor's arrival in Sydney he was at once offered a match with the young Australian, but he delayed accepting the challenge, as he appeared very anxious to have his first race against Kemp. However, thinking the matter over for some weeks, the Canadian came to terms, and in two contests was decisively beaten by Stansbury. On November 17th, 1890, Stansbury was beaten by Matterson, but was not considered to be in proper position of defence on April 28th, 1890, when he defeated Matterson for the Championship and so matters stood until July 7th, 1891, when he again defeated Matterson, and made the last time of 18 min. 25 sec. His rowing weight was 126 lb., his height 5 ft. 11 in., and his chest measurement 42 in.

His last contest for the championship was with the New Zealander, Sullivan, but he easily defeated him, and then had a long spell doing head work in the country.

Most unexpectedly came the success of Harding on the Tyne against Sullivan, and again against the New Zealander on the Thames. The friends of Harding considered that he was a phenomenon, and quite good enough to take Stansbury down. The Australian champion had no difficulty in getting backers, and Mr. J. E. Myers was enabled in a few days to cable home the first deposit of £100. Mr. J. Beattie from the first announced that he would act as Stansbury's backer, and also go home and see him through the contest.

Stansbury left Sydney by the Orient Co.'s steamer *Aviral* on March 23rd last, and was given a most cordial welcome and send-off at Melbourne, Adelaide and Albany. On arrival at home he took up his quarters at Sallivans, on the Thames, and did all his practising from there.

THE PRIZES AND THE COURSES.

The race was fixed for July 13th, and was for £500 a side and the championship of the world, in addition to *The Sportsman's* Belt. The course was the usual one on the Thames, and measured about four miles.

NOW HE GOT A WALK OVER.

It is 14 years since Hanlan, the Canadian, began his championship career by defeating the Australian Laycock, and during the next three years he defeated, in rapid succession, Boyd, Trickett, Kennedy, Wallace Ross, and Laycock again. Then the sturdy William Beattie came forward, and in 1884 he met and defeated the Canadian. Hanlan was not, however, satisfied, and in the following year he made an attempt to wrest the honour from the Australian, but again failed. Beattie then defeated Neil Matterson in 1885; Jacob Gaudaur in 1886; Wallace Ross in the same year, and for the third time occupied Hanlan Beattie retired from the championship, subsester, in 1887, in favour of Peter Kemp, who in the following year met and vanquished Clifford, and twice defeated Hanlan. Towards the end of the same year Searle came to the front and beat Kemp. The new champion went home and defeated O'Connor. Searle died on his way back to Australia with his newly-won honour, and in 1890 the championship reverted to Kemp. The latter defeated Neil Matterson, and in 1890 Stansbury became champion without a contest, Kemp acknowledging that the new champion was the better man. In 1891 he beat M. Beattie, and in 1892 showed himself a better man than Sullivan, the New Zealander, with whom he had been living since his arrival in the country. Since his defeat of Sullivan rowing matters have been in abeyance, and no event for the championship has since taken place.

LOCAL AND GENERAL.

ONE case of plague to-day.

ALL the Australian cricketers are "Mistled" by the London Times.

MADAME HIRICH is the richest widow in existence. Her fortune amounts to £25,000,000.

THE New South Wales Government Statist estimates that the population of Sydney diminished by 15,000 last year.

THE members of the Singapore A.D.C. are rehearsing Gilbert and Sullivan's "Grand Duke," and the Straits *Free Press* hears that there is a prospect of the cast being satisfactorily filled.

THE Portuguese gunboat *Du*, Lieutenant Xavier de Brito, from Mahe, arrived at Colombo on the 14th July on her way to Mombasa and was to sail on the 19th, via Singapore.

MR. BENJAMIN FRANKLIN TAYLOR, who is carrying on a flourishing stevedore business at Manila, is at present in Hongkong on business, and will shortly return to capital of the Philippines.

DR. HUNT left Brisbane on the 7th instant for Sydney, en route for America to study the tick plague in South America, with a view to getting information respecting the treatment of cattle affected by these pests in Australia.

OWING to the typhoon, Wirth's Circus has to postpone the performance to-night, and take down the big tent. To-morrow evening the new programme will be presented, weather permitting, when we are promised a series of most startling acts.

WITH the barometer falling rapidly, the sky as black as ink, fierce squalls whirling across the harbour, and Dr. Deberck's Black Cone dangling at the *Victor Emanuel's* yard-arm Her Majesty's cruiser *Grafton* called for Yokohama this forenoon. *Danville*, not *Grafton*, should be her name, and "Fearless" the nickname of her gallant commander.

MESSRS ALAN, ECKFIELD & Co., in their trade report dated Shanghai, 24th July, say:—"New ventures are being discussed and progress is in the air. A Wheat Flour Mill Co. is being formed with a strong directorate to mill native wheat in modern fashion, and a new Dock and Engine Works is also to be started with a directorate partly foreign and partly native."

THIS morning at 9 o'clock Inspector Hennessy and a posse of some dozen lakoung and Indians raided an open-air gambling establishment being conducted on the roof of a Queen's Road West house. This place has been notorious for years as affording easy escape in case the Police appeared, and, as a consequence, whenever a game is started the coolies flock to it. Nearly two hundred gamblers were present this morning, but the Police managed to arrest only thirty-five. As there was great doubt as to who was running the game, they were simply fined \$3 all round, and released.

THE *Queensland Mercantile Gazette* of the 4th July contains the following sensible remarks about advertising:—"There are many commercial houses who deem advertising unnecessary on the ground that their travellers answer the purpose fully. That their travellers increase their business cannot be denied, but it must not be forgotten that, as a London paper recently observed, 'a good advertisement in a reliable paper is equivalent to a letter of introduction from a mutual friend.' Travellers can undoubtedly sell their goods with greater ease when the advertisement has opened the road for them and the houses they represent have become better known. Orders may be missed by even the keenest representative if his

Intimations.

KOPS ARE STILL RUNNING

24 Gold Medals Awarded in 1894 & 1895



BRIGHT! PURE!! SPARKLING!!! Brewed and Bottled with Hops only.

Sole Agents for Hongkong and the Empire of China.
WATKINS & CO., 66, Queen's Road Central Hongkong.
WAI KIN TAI YUUK FONG (房藥大建威)

EASTERN MICA WORKS.

SCORED AGAIN!

HOLDSWORTH'S MICA COMPOSITION

IS PROVED AGAIN TO BE BETTER THAN ANY OTHER.
(SEE TESTIMONIALS.)

MORE EFFICIENT NON-CONDUCTOR,

AND THIRTY PER CENT. CHEAPER THAN BELL'S ASBESTOS.
DRY COMPOSITION IN 1 CWT. BAGS, F.O.B.IN TIERCES READY FOR USE. ONE TON COVERS 2000 SQ. FT.
"X.G."—ASBESTOS COMPOSITION DRY IN CWT. BAGS.

For further Particulars, Prices, or Estimates, apply to

C. HOLDSWORTH,
EASTERN MICA WORKS,
HONGKONG.

Hongkong, 29th June, 1896.

HONGKONG HOTEL,

PRAYA, APRIL 7TH 1895.

Certain misleading statements having been put into circulation regarding the relative merits of the BELL'S ASBESTOS NON-CONDUCTING COMPOSITION as compared with a locally-prepared composition, BELL'S ASBESTOS EASTERN AGENCY, LIMITED, deem it necessary, in their own interests, to place AUTHENTICATED testimonials before all whom it may concern.

These testimonials may be seen at the Offices of the Company at any time.

W. JACKSON,
Manager.

P.S.—Bell's Asbestos Non-conducting Composition is now being used by the Public Works Department of Hongkong.

SETTING UP OF DISTILLERIES
Rice — Corn — Sugar-cane, etc.
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF
Liquors Factories — Preserves Factories
Laboratories of Druggists — Essences Factories
STEAM KITCHENS
ECROT & CRANGÉ, rue Mathis, PARIS

Apply to Messrs. DODWELL CARLILL & Co., Hong Kong.

COMBUSTION

In the human body is of the utmost importance in determining vitality. Unless combustion is active, the vital organs lose their power, the body loses flesh, skin becomes pale, and the whole system is in danger.

Scott's Emulsion

Induces a healthy combustion, by supplying the blood with the principle of carbon—the principle which enriches the blood, assists in making healthy flesh, and gives force to the vital organs. By taking Scott's Emulsion you gain the human steam that keeps the body vigorous. It nourishes when all other food is of no avail. All Chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS & CO., Hongkong.

Shipping.

STEAMERS.

"STRATH" LINE OF STEAMERS.
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"STRATHNEVIS"
Captain Pattie, will be despatched for the above Port on or about the 10th August.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 18th July, 1896. [650]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Steamship

"CHINGTU"
Innes, Commander, will be despatched on TUESDAY—the 10th August, at 3 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 18th July, 1896. [1197]

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship

"ORESTES"
Captain Pifford, will be despatched as above on THURSDAY, the 6th August.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 27th July, 1896. [1164]

"BEN" LINE OF STEAMERS.
FOR LONDON, VIA SUEZ CANAL.
THE Steamship

"BENGLOE"
Captain Thomson, will be despatched as above on the 9th August.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 28th July, 1896. [1194]

"SHELL" LINE OF STEAMERS.
FOR LONDON AND HAMBURG.
THE Company's Steamship

"EUPLECTA"
Captain Morris, will be despatched as above on MONDAY, the 10th August.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 18th July, 1896. [1148]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW.
THE Company's Steamship

"HAITAN,"
Captain Rosch, will be despatched for the above Ports TO-MORROW, the 30th instant, at Noon.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 29th July, 1896. [1103]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR MANILA (DIRECT).
THE Company's Steamship

"YUENSANG,"
Captain W. Waddell, will be despatched as above TO-MORROW, the 30th instant, at 5 P.M.
This Steamer has Superior Accommodation for First-class Passengers.
For Freight or Passage apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 27th July, 1896. [1186]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Steamship

"PYRRHUS,"
Captain Batt, will be despatched as above TO-MORROW, the 30th instant, at 4 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 27th July, 1896. [1133]

CHINA NAVIGATION COMPANY, LIMITED.
FOR SAIGON.
THE Steamship

"WUHU,"
Captain Vaughan, will be despatched TO-MORROW, the 30th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 27th July, 1896. [1175]

"SHIRE" LINE OF STEAMERS.
FOR HAVRE, HAMBURG AND LONDON.
THE Steamship

"MONMOUTHSHIRE,"
Captain Evans, will be despatched for the above Ports on or about the 31st instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 29th July, 1896. [651]

NAVIGAZIONE GENERALE ITALIANA, (FIORIO & RUBATTINO UNITED COMPANIES).
STEAM FOR SINGAPORE, PENANG AND BOMBAY.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN AND GENOA.

VENICE AND TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE AND SOUTH AMERICAN PORTS up to CALLAO.
Taking Cargo at through rates to PERSIAN GULF AND BAGDAD.

BARCELONA, VALENZA, ALICANTE, ALMERIA AND MALAGA.
THE Steamship

"BISAGNO,"
Captain Mascini, will be despatched as above on SATURDAY, the 1st August, at 4 P.M.
At BOMBAY the Steamers are discharging in VICTORIA DOCK.
For Further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 27th July, 1896. [1183]

CHINA NAVIGATION COMPANY, LIMITED.
FOR TIENTSIN.
THE Steamship

"NANCHANG,"
Captain Finlayson, will be despatched on SATURDAY, the 1st August.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 27th July, 1896. [1160]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship

"CHELYDRA,"
Captain R. Carr, will be despatched as above on SATURDAY, the 1st August, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 27th July, 1896. [1187]

"RICKMERS" REGULAR LINE OF STEAMERS.
FOR MARSEILLES, HAVRE AND HAMBURG.
(Taking Cargo at through rates to RED SEA, MEDITERRANEAN AND BLACK SEA PORTS).
THE Company's Steamship

"MARIA RICKMERS,"
Captain E. Berg, will be despatched as above on THURSDAY, the 6th August.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 27th July, 1896. [1190]

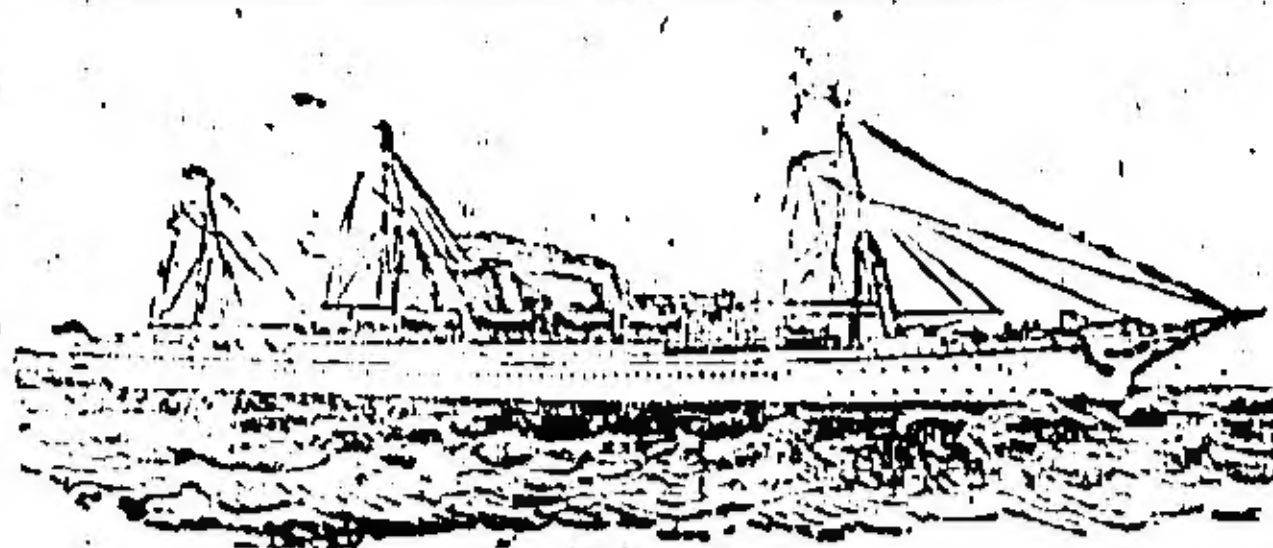
JAVA, CHINA, JAPAN LINE OF STEAMERS.
UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS (Subject to Alterations).
JAVA, HONGKONG, YOKOHAMA, KOBE, AMOY, HONGKONG, SINGAPORE, JAVA.
FROM HONGKONG.
S.S. Federation ... To JAVA ... 1 August.
S.S. Germania ... To JAVA ... 1 Sept.
S.S. Carina ... To JAVA ... 1 October.
S.S. Germania ... To JAPAN ... 1 August.
S.S. Carina ... To JAPAN ... 1 Sept.
S.S. Federation ... To JAPAN ... 1 October.
General Agents for China & Japan, LAUTS, WEGENER & Co.,
Hongkong, 27th July, 1896. [1183]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 12th August.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 2nd September.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 30th September.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connections at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further Information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Peddar's Street. [3]

Hongkong, 22nd July, 1896.

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA AND THE UNITED STATES.
THE Steamship

"HUPEH"
will be despatched on or about WEDNESDAY, the 5th August, for VICTORIA AND VANCOUVER, B.C., via NAGASAKI, KOBE AND YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast, Canadian and United States Ports.
For Particulars as to Rates, &c., apply to
D. E. BROWN,
General Agent.
Hongkong, 22nd July, 1896. [1165]

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
Galle (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Saturday, 8th August, at Noon.
Doris (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Tuesday, 25th August, at Noon.
Belgia (via Nagasaki, Kobe, Inland Sea and Yokohama) ... Saturday, 12th Sept., at Noon.

THE Company's Steamship
"GALLIC"
will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 8th August, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic Lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full & value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 28th July, 1896. [1186]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

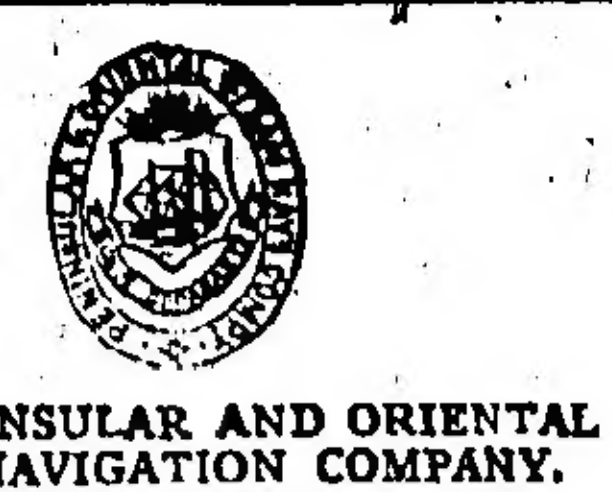
J. LYLES FLUID
THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 29th March 1896.

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"PERIN,"
Captain J. F. Jephson, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., TO-MORROW, the 30th July, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. *Orizaba*, leaving that port on the 2nd August for London direct.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 29th July, 1896. [431]

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.
THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES OF THE UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.
Excellent accommodation. First-class Table, Doctor and Stewardess carried.

HONGKONG TO NEW YORK \$350.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINE.

HONGKONG TO ALCAMA \$225.
Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Olympia ... 13601 Sunday ... Aug. 1.
Braemar ... 13601 Sunday ... Aug. 16.
Tacoma ... 14349 Thursday ... Sept. 3.
Victoria ... 13167 Monday ... Sept. 21.
Olympia ... 13608 Friday ... Oct. 9.
Columbia ... 13601 Tuesday ... Oct. 27.

THE Steamship
"OLYMPIA,"
Captain Trubridge, sailing at 4 P.M. on SATURDAY, the 2nd August, will proceed to VICTORIA, B.C. and TACOMA, Wash., via SHANGHAI, KOBE AND YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent on Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.
Hongkong, 29th July, 1896. [4]

NORDDEUTSCHER LLOYD.
NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS:
ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Sachsen ... Tuesday ... 18th August.
Bayern ... Tuesday ... 15th Sept.
Prinz Heinrich ... Tuesday ... 13th Oct.
Preussen ... Tuesday ... 10th Nov.
Sachsen ... Tuesday ... 8th Dec.
Bayern ... Tuesday ... 5th Jan.
Prinz Heinrich ... Tuesday ... 2nd Feb.
Preussen ... Tuesday ... 2nd March.

ON TUESDAY, the 18th day of August, 1896, at 2 P.M., the Company's Steamship "SACHSEN" Captain H. Supper, with MAILS, PASSENGERS, SPECIE AND CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 25th Aug. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 27th Aug., and Parcels will be received at the Agency's Office until Noon on MONDAY, the 27th Aug. Contents of Packages are required. No Parcel Receipts will be signed for less than 50 lbs and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Litter can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 21st July, 1896. [1118]

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